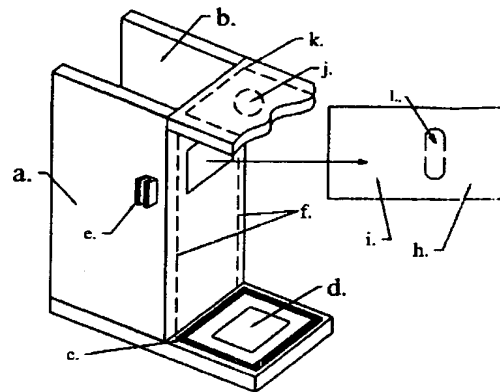
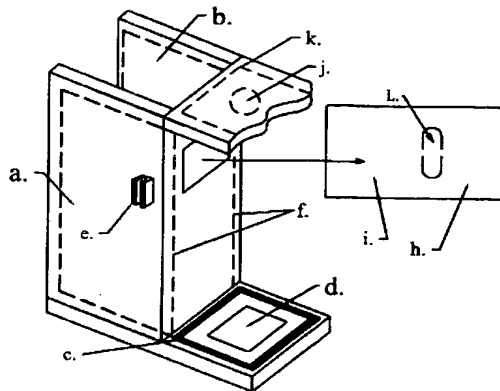


Amend of the Fig. 4
(prolong the dotted line)

original of the Fig. 4



ATTACHMENT C -- PROPOSED DRAWING CHANGES

Approval of the proposed drawing changes marked in red on the following copies of Figures x-y and prolong the dotted line of Fig.4 f are respectfully requested.

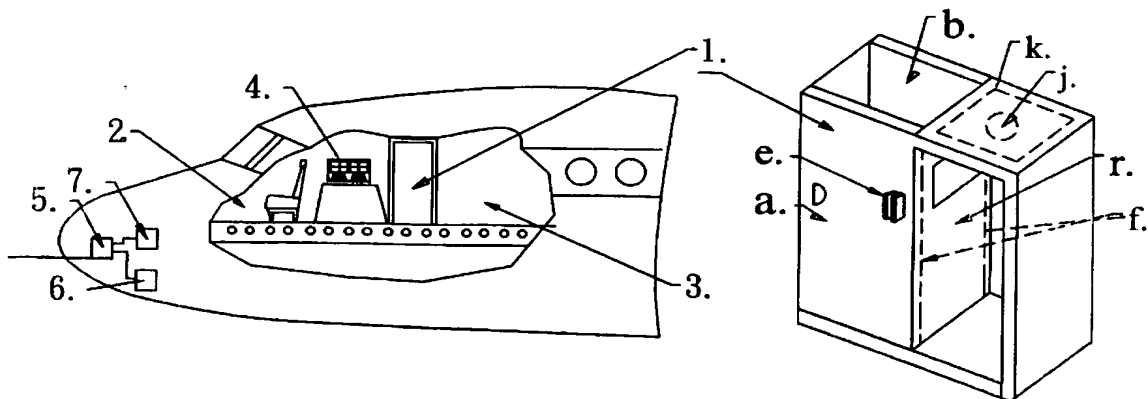
(MARKED-UP SPECIFICATION)

Amend in page 13

(1) [Add passage] Passage checkroom structure and system setting:

- a. [FIG.1-a & b. are shown, install]Two unidirectionally transparent bullet-proof glass doors are hidden as shown in Fig.1 a & b. When closed , the doors push out from the dotted line of Fig.1 f, Fig1.r. shown the check place which is enclose by closing two the doors. from the cabin to the passage as a second door, so that the pilot can see the passage unidirectionally, making hijackers conscious of someone looking at them in the dark.

Original of the Fig. 1



In arguments about the novelty of Lin's invention that point of view in the examiner's eyes that can combine or modifying the teachings of the prior art and notwithstanding they are out-of-date and backward completely! The examiner was shown in spite of its unreason ability further to write in that they can to produce the claimed invention where there is some teaching, suggestion, or motivation to do so found either in the references themselves or in the knowledge generally available to one of ordinary skill in the art. It was quite obvious that the Office Action is to be discriminating against.

Upon the 2-4 of section, examiner objected the novelty of Lin's invention do not have word that confirm from following.

The novelty of Lin's invention list in first defense by inventor:

1. Special beams of raster curtain for test;
2. Narcotic ejector gun;
3. Infrared image test;
4. Image test;
5. Voice recognition; and
6. Flight trajectory (or orbit) calibrator.

Why could there is not have word for objected above novelty of Lin's invention again?

The novelty of Lin's invention list in first defense by inventor than other prior art:

1. "Unidirectional" bullet-proof glass door;
2. Independent and concealed electronic monitoring device and power supply System thereof;
3. Five-finger mold hand image reader test; and
4. Remote-controlled automatic/semiautomatic steering.

Why could there is not have word for objected above novelty of Lin's invention again than the prior art? The Office Action document had mistaken for examination continuously in below:

【The applicant's arguments center on the practicality of the references of the laws implemented by the U.S. Government. However, the Examiner would like to point out that the claims are met by the references. Therefore, the claims are anticipated by the noted references. Please note that the claims do not call for the elements that the applicant supposedly claims would make the claims be allowable over the prior arts. The prior art made of record and not relied upon is considered pertinent to application's disclosure.】

In first and foremost must to be taught by Examiner, who is Stomski? His security system is there?

The Examiner had some repetitive as do not call for the elements at his retort document, that: "...the claims are met by the references, ...the claims do not be allowable over the prior arts...". Inventor had novelty means process over the prior arts, inventor had novelty invention, why do not get the patent under 35 U.S.C. 100 (a) & (b)?

Conclusion for Arguments

According to the US patent law an entitled patent must get the acceptance of the Examiner if the

invention is a novelty. In the above inventor's defense, the definitions under 35 U.S.C. 100 (a) & (b) have been quoted to illustrate this point. On the other hand, if the Examiner should reject the application, the Examiner must base it on the definitions under 35 U.S.C.102 and 103, to reject all the Claims 1-9 of the inventor's invention in two office actions.

The spirit of American patent law is fair, but if the Examiner cannot enumerate the fact to refute the reply of inventor quoted by 35. 102 U. S. C. and 103, then based on the stipulation of the American law, the Examiner has to accept the patent.

Lin's invention will get the inventions patented upon by the state under 35 U.S.C.101:

Whoever invents or discovers any new and useful process, machine, manufacture, or composition of matter, or any new and useful improvement thereof, may obtain a patent thereof, subject to the conditions and requirements of this title.

Upon stated of the double-door "single person checkroom" is a new and useful process that:

1. The Fig. 4 is a novelty procedures of art or method to control on/off for the double-door than the Zekich's invention;
2. The double-door of "Unidirectional" bullet-proof glass door than the Zekich's bullet-proof glass means, the Unidirectional is novelty invention;
3. The double-door "single person checkroom" to install grating curtain means is novelty invention than the whichever previous art ;

The "single person checkroom" is a new and useful process than the previous invention:

The "single person checkroom" is a new and useful process than the previous invention, the Claim of 1a & 2-6 novelty can confirm by the comparison:

Lin's single person checkroom	Special beams of raster curtain for test	"Unidirectional" bullet-proof glass	Weight means	Five-finger mold hand test	Voice recognition	Image Test
Lin's Novelty	Novelty	Novelty	Novelty	Novelty	Novelty	Novelty
Zerick's checkroom	No	Bullet-proof glass	No		No	No
Jacoby et al's	No	no	no	out-of-date	No	No
Anastassakis	No	no	Different field	No	No	No
			a new use of a known process			

Based on the list above, Lin's claim 1a of novelty means is therefore unquestionable! The special beams of raster curtain is a newly invented checkroom, therefore Lin's Claim 1a emphasized that this invention has no precedent, so an ordinary weight means is a new use of a known process that can prevent the coerce with hostage pass through the checkroom together! If the Examiner is not reasonable enough and shares the same arguments as the examiners who have rejected objecting Lin's Claim 1a to reject the claim 2-6, there is a must to query whether the occurrence of the historical incident "911" is due the ignorance of some officials from this Office Action who have similarly objected to a good anti-hijacking system before?

In this Office Action, the Examiner had fabricated the story (fact) to refute and rejected Lin's invention, thus as whether are US patent artistic as examined? Underlined below and are novelty of means of process of art or method upon Lin's defense, the means process of concealed monitoring device, flight trajectory calibrator system and narcotic sprayers has no precedence. Inventor believes that the art of examination by the Examiner, is therefore not to or attempt to discriminate against:

1. Garehime's discloses an aircraft hijacking system having a concealed monitoring device! But the word "concealed" is not found again!
2. Inventor will ask that the Borthayre's invention does not include the flight trajectory calibrator system, can the examiner therefore provide evidence on the presence of such an system in Borthayre's invention?
3. Boudreau discloses the use of narcotic sprayers is well known in the art. Who is Boudreau?

The Examiner in Second Office Action can not enumerate fact to refute the reply of inventor's other novelty of means process than means process of previous invention:

The Claim of 1 b-c & 7-9 novelty can confirm by the comparisons

Lin's invention	<u>concealed monitoring device</u> !	<u>flight trajectory calibrator system</u>	Remote-controlled automatic/semiautomatic steering	<u>narcotic sprayers</u>	power supply of independent and concealed
Lin's novelty	<u>concealed no precedent</u>	have no precedent	Have no precedent	Have no precedent	Have no Precedent
Garehime	<u>monitoring device</u> !				no
Borthayre		The story is make up			no
Borthayre			not exist		no
Boudreau				Who is he?	no

Above the List, the novelty of Lin's claim 1 b-c & 7-9 means of procedures needs no further argument obviously! But, what angers the inventor most is the Examiner's irresponsible objection to Lin's Claim 1 b-c and related to the claim 7-9 in the arguments of his writing!


Conclusion

United States is a big country, it is rule by law and the modern civilization also had good record, but the Examiner's irresponsible objection to Lin's invention that is tinted with some prejudice had appeared to be a form of overdoing outside the art of examination. The inventor therefore begs for the Examiner's examination to be fair and upright!

In the earlier defense, why did RABIN & BERDO P.C. of Washington not file a reply before the Final time limit of Nov.14, 2002? Why did the Taiwan agent of Giant Group Int'l Pat., TM. & Law Office or either one of them or planned together to deliberately omit the important elements of Lin's invention of the Fig. 1f & Fig. 4f in secret? If US patent Office has accepted this kind of behavior, I felt that it was a slap in the face when a state of civilization and rule by law is absurd.

Therefore, the inventor thinks that it's necessary to remind the US Patent Office that had been a force of a crime arranged behind the scene in secret to make the inventor unable to get the patent. This is the society of civilization and US laws do not allow. To put it simply, the purpose was to force the inventor into a corner because the inventor's investment did not get the promise and deserved protection under the law in Shen-zhen city of China and that the inventor's factory has stopped production for many years. The inventor has no faults in this matter and had complained to the former Chinese national chairman of Jiang Zemin. However, the inventor was not given due justice and instead faced further injury and reprisal!

In Oct. 25, 2002, President Bush also considered my request and asked former President Jiang Zemin to protect the citizenship of Hong Kong people, but the Hong Kong courts, judged by money interests or meddle, persisted in depriving Hong Kong citizens of their rights of appeal and committed all kinds of bad deeds in defiance of law! But the entire Hong Kong community, including the media, private institutions and my manufacturing organization ignored my appeal for help for fear of reprisal. My trouble is similar to the persecution suffered by Galileo in the 16th century!

To explain the hateful acts of the dictator further, I had another invention that was changed the medical history and exempt the SARS-fear of mankind on the May of this year, which at the same time saves the Chinese, Singaporeans, Taiwanese and Hong Kongers from SARS that has brought about the difficult conditions and a lot of lives too! My invention title of PCT/SG03/00145 is "Surface Treatment of SARS-Infected Lungs" and that is published on Nov. 20, 2003, furthermore, recent events have also proved that the inventor's innovation can also cure patients suffering from cancer. But those governments had no appreciated the inventor's innovation and at the same time want to suppress the Medical accomplishment and deceived world medium ironically! Because I had complaints for my investment of Shenzhen of china and the citizen right of Hong Kong, so the force of former china government commander was changed private hatred into my invention of curing the SARS shown what more fearful dictatorship means sent out the same "forced-out" of dark society to prevented my application of PCT enter the national phase of the processing! Therefore, inventor fears that the dictator might extent the hateful influence to the patent office in the United States. The inventor always believe that United States has been highly regarded where human rights is being concerned, the behavior of dictator is the common-enemy of Chinese and American ~~peoples~~ ^{people}! The leader of US Gov. has proud to repeatedly accused China of human rights infringements. Therefore, the inventor thinks that the United States should not compromise to external forces that can therefore undermine their image as a human rights loving country. 

Apparently, the fact that the original two dotted lines and the two line that go between Fig. 1f & Fig. 4f was being omitted from reason why did the P. C. of RABIN & BERDO. not file its reply before the deadline of Nov. 14, 2002 points out that they are secretly trying to make the inventor unable to get the patent to ! Why must the inventor have to file it with speed post on his own? It was visibly disturbing by the outside force! Examiner, Mr. Tien Quang Dinh, was an eyewitness that it is not an accidental incident but rather a violation of professional ethics.

However, by refusing the inventor's patent, who will ultimately benefit? The government of China and Taiwan are hostile towards each other now. The inventor is just a commoner who had very unfortunately been regarded as their target, and became an exchange condition offered by the above-mentioned dictator, that is the refusal of the inventor's patent will be rewarded with an exchange to buy weapons tacitly with the consent of convenience. Historical facts have proven that the Taiwan

Amendment by Applicant

Gov. had brought in plenty of weapons during the months of October to December 2001! This is an immoral and disgusting trading, inventor does not hope that this is real! Inventor hopes that the official chief examiner can remove this inhumane act to disturb, and does not stain the spiritual civilization of America!

For the foregoing reasons, it is respectfully submitted that the application is now in condition for allowance. Reconsideration of the application is therefore respectfully requested.

Respectfully submitted,



Nov.28, 2003

Amendment by Applicant

Lin ZHEN-MAN HKID D188015(3)
Telephone: 852-2344 0137
Telefax: 852-2341 9016
Email : lzmyc@singnet.com.sg
Email : lzm@ycec.com
Email : hcec@szonline.net



MARKED-UP -- CLAIM CHANGES

Nov.28, 2003

D4

This attachment claims changes with underlining being used to identify additions to the previous version.

1. An airliner hijacking prevention system consists of the following:
 - a. A double-door "single person checkroom" is that providing a closed check space, allowing only a single qualified person to access the cockpit and including first and second doors that are to be connected with an appointed program to open and closed positions of one another.
 - b. The cockpit and the ground-monitoring center continuously monitor the cabin through at least one concealed electronic monitoring devices.
 - c. Flight trajectory monitoring is provided by "Flight Trajectory Calibrator" and the ground-based monitoring center may switch manual steering over to remote-controlled automatic/semiautomatic steering when the engineer on the airliner loses his right to act.
2. An airliner hijacking prevention system as claimed in claim 1, wherein said "single person checkroom" is the only entrance to the cockpit, and the first and second doors are opened and closed according to a preset program.
3. An airliner hijacking prevention system as claimed in claim 1, wherein said the double door, that is, the first and second doors of the "single person checkroom" are equipped with unidirectionally transparent bulletproof glass, shockproof plastic, or a naked eye viewing window.
4. An airliner hijacking prevention system as claimed in claim 1, further comprising detector means for conducting at least one of a weight, image, voice, fingerprint or ID number test on a person in the "single person checkroom" to determine right of passage.
5. An airliner hijacking prevention system as claimed in claim 4, wherein the detector means for fingerprint identification comprises a "five finger mold" which helps the "single person

checkroom" make identification.

6. An airliner hijacking prevention system as claimed in claim 4, further comprising means for generating can to set the different frequency's beams of a raster curtain around the person in the "single person checkroom" and detector means for detecting whether the raster curtain has been breached .
7. An airliner hijacking prevention system as claimed in claim 1, further comprising narcotic sprayer installed at a passage of the aircraft, the narcotic sprayer being responsive to the at least one monitoring device.
8. An airliner hijacking prevention system as claimed in claim 1, wherein the airliner additionally has a cabin, wherein messages between the airliner and the ground-based monitoring center are transferred through a relay satellite or special frequency band, and further comprising a concealed electronic monitoring device for permitting the ground-based monitoring center to monitor the cabin and passenger cabin.
9. An airliner hijacking prevention system as claimed in claim 1, further comprising a remote-control plane for use when the ground-based monitoring center is unable to control the airliner normally due to poor communications, in which case the remote-control plane takes off and controls the airliner.



ATTACHMENT B -- CLAIM CHANGES

Nov.28, 2003

D3

1. An airliner hijacking prevention system consists of the following:
 - a. A double-door "single person checkroom" is that providing a closed check space, allowing only a single qualified person to access the cockpit and including first and second doors that are to be connected with an appointed program to open and closed positions of one another.
 - b. The cockpit and the ground-monitoring center continuously monitor the cabin through at least one concealed electronic monitoring devices.
 - c. Flight trajectory monitoring is provided by "Flight Trajectory Calibrator" and the ground-based monitoring center may switch manual steering over to remote-controlled automatic/semiautomatic steering when the engineer on the airliner loses his right to act.
2. An airliner hijacking prevention system as claimed in claim 1, wherein said "single person checkroom" is the only entrance to the cockpit, and the first and second doors are opened and closed according to a preset program.
3. An airliner hijacking prevention system as claimed in claim 1, wherein said the double door, that is, the first and second doors of the "single person checkroom" are equipped with unidirectionally transparent bulletproof glass, shockproof plastic, or a naked eye viewing window.
4. An airliner hijacking prevention system as claimed in claim 1, further comprising detector means for conducting at least one of a weight, image, voice, fingerprint or ID number test on a person in the "single person checkroom" to determine right of passage.
5. An airliner hijacking prevention system as claimed in claim 4, wherein the detector means for fingerprint identification comprises a "five finger mold" which helps the "single person checkroom" make identification.

6. An airliner hijacking prevention system as claimed in claim 4, further comprising means for generating can to set the different frequency's beams of a raster curtain around the person in the "single person checkroom" and detector means for detecting whether the raster curtain has been breached.
7. An airliner hijacking prevention system as claimed in claim 1, further comprising narcotic sprayer installed at a passage of the aircraft, the narcotic sprayer being responsive to the at least one monitoring device.
8. An airliner hijacking prevention system as claimed in claim 1, wherein the airliner additionally has a cabin, wherein messages between the airliner and the ground-based monitoring center are transferred through a relay satellite or special frequency band, and further comprising a concealed electronic monitoring device for permitting the ground-based monitoring center to monitor the cabin and passenger cabin.
9. An airliner hijacking prevention system as claimed in claim 1, further comprising a remote-control plane for use when the ground-based monitoring center is unable to control the airliner normally due to poor communications, in which case the remote-control plane takes off and controls the airliner.



MARKED-UP SUBSTIUTE SPECIFICATION

SYSTEM FOR PREVENTION OF SKYJACKING

Field of the Invention

BACKGROUND OF THE INVENTION

RECEIVED

DEC 12 2003

GROUP 3600

The present invention relates to a new device and system for thwarting skyjacking.

Description of the prior art

The suicide terrorist attacks on the World Trade Center and Pentagon with huge civil airliners astonished and infuriated the world. "Are we safe?" is a question raised by the people of Hong Kong as well as the USA, whose enormous economic loss is shadowed by inner grief.

Sorrow and anger are condensed into the words "Punish the terrorists!" "Prevent hijacking!" is a paramount task of governments in the future! Sorrow and anger inspire the American people to tide over difficulties with the government! Although airports have resumed service, stricter check-in procedures make people even more anxiety-ridden. "Are we safe?" is a persistent question. The Empire State Building, overwhelmingly magnificent and believed to be the tallest in New York now, is likely to be deserted by salary earners. Skyscrapers are now, expectedly and painfully, choking the life of the economy...

At the US stock exchange, the shares of the insurance companies involved fell into disfavor. It is expected that skyscraper syndrome will also entangle real estate shares. Arrows shot from the dark are beyond our capability to escape from. Who is dominating the world now? The current terrorists crisis tests the intelligence of US leaders, not America's military power. It is a common goal, not just President Bush's desire, to spot the harbor of terrorists and get even with them. Airports are now under stricter control, but is there anybody who can guarantee our safety and reassure us? How can anxiety-ridden people push the economy forward? US President Bush has a bucket of sticky problems to tackle!

How the New York Stock Exchange behaved is a measure of the extent to which the world has been affected by the disaster of the century. What is essential is how to convince

people that such a disaster will not occur again. People expect President Bush to come out to assure them.

The strict and unpleasant check-in procedures at airports are expected to ease after plans for preventing hijacking are implemented. The pain is temporary because the civilized world is powerful in our production and technological capabilities. The disaster will never happen again! The people of the United States and around the world will no longer live in the shadow of terrorism! May the victims of the disaster rest in peace. We'll let terrorists know that human civilization is not to be trespassed upon!

The world is waiting. And it is strongly believed that effective plans for preventing hijacking by improving the structure of the airplanes and setting up corresponding procedures can be devised. It is reported that people working in the Empire State Building feel quite upset because of their being "outstanding". Acrophobia is spreading! Without plans to end hijacking, the shares of airlines, insurance, real estate and tourism will fall into disfavor. Fear will lead to economic turbulence and downturn. We expect President Bush to come out with strong measures and assure people that all evils will be conquered!

The unprecedented disaster heralds the beginning of a life-and-death struggle between the evil and the civilized community. With a sense of mission, the inventor faxed a creative hijacking prevention device and system proposal, as well as the above considerations, to Mr. Liu of the USA Embassy in Hong Kong on September 19, 2001, who forwarded them to the White House and President Bush.

At four o'clock on September 26, 2001, Mr. Liu told the inventor over the phone: "I would like to thank you on behalf of the government of the USA..." On September 27, 2001, President Bush aired three safety measures for civil aviation. It is anticipated that Mr. Bush will take resolute actions to implement these measures and launch a campaign to conquer the evil! It is gratifying to note that President Bush's three safety measures for civil aviation are similar to ones that were proposed by the inventor.

On October 22, 2001, the Patent Bureau of China finished an international patent inspection report concerning an application for a patent on "Measures on the Prevention of Hijacking of Civil Airliners". This report lists six references for gauging the originality that a patentable technique should have. It is these six references that set off not only the originality of this patent application, but also its flawlessness!

The reference numbers of the six references in the Inspection Report are listed below:

	Relativity	Country	Reference No.	Requests for rights	International patent No.
1	I	CN	A,85100918, B64CA/14	1-3	B64
2	Y	CN	A,1126686, B64D25/00	1-2	B64
3	Y	CN	A,1038434, B64D25/00	1-2	B64
4	Y	US	A,3704845, B64C1/10	1-2	B64
5	Y	JP	A,9-036791, H04B7/15	3	B64
6	Y	JP	A,9-020297, B64D47/00	3	B64

1. Patent No. CN85100918a

Patent owner: Mr. Yi Ming and Mr. Shen Xinhua of Mashan Surveying and Mapping Team, Jinxian County, Jiangxi Province.

Patent name: Airliners with Anti-Hijacking Function Dec. 20, 1985

The following three major technical features of this invention are:

1. Walls and doors with new functions: using new materials to make the walls and doors capable of sustaining heavy impacts and gunfire.
2. Two different types of "safety cockpit" designed to prevent hijackers from entering the cockpit, thus ensuring normal flight of the airliner.
3. An alarm device designed to keep people informed whether safety door of the cockpit is open or closed.

The first technical feature is designed in light of the following:

- (1) Using bulletproof high-performance materials to make isolating boards.
- (2) Double-bar-shaped, spear-shaped and blade-shaped screws designed to fix the isolating boards and prevent hijacking.
- (3) An external framework with "metal blades" designed to fix the isolating boards and prevent hijacking. Aluminum alloy materials are shaped like knives or saw-teeth, giving the "metal blades" extra power.

The second technical feature is designed in light of the following

- (1) Safety isolating walls with no doors and permanent safety cockpit.
- (2) A transit room and impermanent safety cockpit.
- (3) Transit room temperature including how to enter the cabin from the cockpit and vice versa.

The third technical feature is designed in light of the following:

- (1) An alarm device used to keep the crew informed whether the doors of the cockpit and cabin are open or closed. The alarm device may consist of an indicator, flashlight and buzzer.
- (2) Spring switches designed to connect or disconnect some circuits according as whether the safety bolts are plugged or unplugged.
- (3) Synchronized switches designed to make the alarm device automatically operate when the airliner is started.

2. Patent CN 1126686A

Patent owner: Mr. Wang Honghua, Shangyuetang Construction Section, Zhuzhou City, Hunan Province, 412000

Patent name: Airliner Anti-Hijacking System, January 12, 1995

The application of Mr. Wang Honghua is basically the same as No. 88103336.7 patent CN 1038434A of Mr. Zhang Hua and Mr. Zhou Guangyuan of Beijing. This invention adopts an automatic monitor to transfer messages, but it is installed only in the airliner. The inventor treats the airliner full of passengers as a battlefield.

1. The inventor proposes to install the alarm device in the cockpit, but fails to explain how the alarm device identifies hijackers.
2. He points out that a "digit-key alarm device" is now available in China, explains how the alarm device can exactly count the hijackers, how many cameras are needed to cover every corner of the airliner, how to identify overlapped images, and how to spot disguised hijackers. The 0-9 keys are intended to notify the control (operation) room by pressing 6 or 7 when 6 or 7 hijackers are counted. Then what about 11 hijackers? The story is not convincing first because of the irrational design of the alarm device!
3. The inventor proposes to equip the plane with auto-aim guns that are synchronous with the small video cameras, transferring messages to the control room. His invention does not ensure the safety of the hostages. The auto-aim technique is rather complicated. The "anti-hijacking" function claimed by the inventor will fail if the hijacker hold just one hostage or makes a smoke screen.

3. Application 88103336.7 CN 1126686A

Patent owner: Mr. Zhang Hua

Address: No. 8, Bldg. 2, behind Yong An Dong Li Primary School, Jian Guo Men Wai, Chaoyang District.

Patent name: Anti-Hijacking Device Installed on the Aircraft
January 3, 1990

A TV monitor, striker, gun barrel and gun head on the operation desk designed by the Beijing inventor can't prevent hijacking. They are just mechanical or shooting devices, which can do nothing when terrorists hold any hostage. Patent 88103336.7 CN 1126686A is by no means the same as the present inventor's hijacking-prevention solution.

4. Application US A,3704845, B64C 1/10

Patent owner: Michael Ord, 5267 Wilkins Avenue, Pittsburgh, Pa.
Dec. 5, 1972

Patent name: AIRPLANE HIJACKING PREVENTION SYSTEM

A method and system for preventing airplane hijacking features the following:

1. The cockpit is isolated from the cabin to give passengers a sense of safety, but communication must be ensured. The buttons fixed in the cabin keep the cockpit informed of such things as oxygen shortage, fire alarm, medical accident, device fault and any other trouble.
2. The isolating door between the cockpit and the cabin is restricted, and the door and its associated isolating walls are made of bulletproof materials.
3. The voice communication system of the audio system is a one-way system from the cockpit to the cabin, preventing the words of the hijackers from being heard.
4. This invention warns the passengers in advance.

The key idea of the patent is that the pilots are locked in the cockpit so that the hijackers cannot communicate with the pilots. Even if the hijackers hold any hostage, the pilots will not open the cockpit without hearing anything. Even if the hijackers hold any hostage, the pilots will not open the cockpit without hearing anything. Even if the hijackers do as indicated in Fig. [4] 5 of the reference, the pilots may choose to stay if the situation is not critical.

5. Application JP,A,9-036791, H04B7/15

(19) Franchise Office of Japan (JP) Issued on Feb. 2, 1997

Inventor: Decheng Changzhi

Address: No. 1 Bldg. 1 Dingmu 2, Xiaogu, Hanchuanding, Gaozuo Shire,
Kangawa

Patent name: A Support Device Using Satellite Communication to Prevent
Hijacking

The inventor designed the support device using satellite communications to prevent hijacking. The device keeps a ground-monitoring center informed of what is going on in a hijacked airliner by means of satellite communication.

In case of hijacking, the passengers or aircrew press emergency buttons fixed at various places in the airliner, and a video camera with long or short lens installed at an appropriate place begins to work, digitizes the information by means of an image processing device or turns the information into FX (facsimile) file format, and then sends the information to the ground-monitoring center via the satellite. The ground-monitoring center in turn sends information via the satellite to the camera so that the camera adjusts the foci and angles of the long and short lens. In addition, dialogs may help to solve hijacking.

What the reference proposes is:

1. Fix several cameras at places with a good field of vision and install a monitor in the cockpit to monitor the cabin, and receive information from the communication satellite and transfer it to the ground-monitoring center through the support device.
2. Record the information of the satellite for the use of the emergency communication device. Use the image-processing device to digitize the information or turn the information into FX (facsimile) file format and then send it to the ground-monitoring center.
3. Fix emergency buttons in the cockpit and the cabin, which serve to start the support device so that the ground-monitoring center can monitor what is going on.

6. Application JP,A,9-020297, B64D47/00

(19) Franchise Office of Japan (JP) Issued on January 21, 1997

Inventor: Youdong Gongqi

Address: No. 1, Zhizituju 1467, Zuoboding, Zhedao

Patent: Support Device for Hijacking Prevention

Application JP,A,9-020297, B64D47/00 is exactly the same as JP,A,9-036791, H04B7/15. It is strange that both of them should be approved. Both use satellite communication to achieve the same purpose. Both are different from the hijacking prevention system. One item of the present inventor's hijacking prevention system solution features a detailed and original arrangement for remote control of the airliner. Therefore, we can easily come to the conclusion that application JP,A,9-020297, B64D47/00, just like JP,A,9-036791, H04B7/15, would not have led to the present inventor's prevention system solution.

SUMMARY OF THE INVENTION

The disadvantages of prior art are overcome by the present invention. The following are disadvantages and the solutions provided by the present invention:

The features of CN 85100918A include the following:

1. Shockproof isolating walls with or without doors, featuring bulletproof materials (unidentified yet) and heterogeneous screws fixing isolating boards.

Comments: Over one hundred years' development of aircraft leads to different performance concepts of isolating-wall technique and bulletproof performance. This patent technique is open to all aircraft manufacturers.

2. Permanent doorless designs or entering impermanent safety cockpit through the "transit room."

Comments: The application for patent does not depend on the failure or success of a permanent doorless design. The safety conditions of the "transit room" are monitored through a peephole. The right of passage through the "transit room" is subject to the perception of the aircrew, which is a time-honored concept! What is strange is that the most recent application for patent

was made in 1985, but there weren't the sophisticated automatic detection tools already available in the 1970s, so that patent CN 85100918A lacks the originality essential to any patent! The inventor has further modified the design from double-wall double-door to double-wall three-door (Figure 9). Short of automatic detection tools, however, more doors are of no avail! A knife is enough for the terrorists to force the aircrew to take them through the "transit room" to the cockpit! Therefore, no one has used patent CN 85100918A. The inventor is fully aware of that and so identifies his invention as an impermanent design.

3. The third patent feature of CN 85100918A is the alarm device designed to keep people informed whether the safety door of the cockpit is open or closed.
Comments: Page 7 is highlighted by the patent staff: (1) The alarm device consists only of an indicator, flashlight and buzzer. It serves to notify whether the doors are properly closed. But the then-popular infrared sensor is not used, so how could such an alarm device be sophisticated? (2) The safety lock is even or outdated. It is intended to lock the door of the cockpit, with the key to be kept by the captain. What the terrorists need to do is steal the key (without needing to kill the captain) and enter the cockpit. (3) The shield of the peeping device is intended to prevent terrorists, who may look into the cockpit through the peephole, from shooting at pilots. If the terrorists are determined to shoot, chain switches may serve the same purpose. In addition, convex lens, widely used in stores and shops, may better serve the purpose. Therefore, using a shield is like carrying coals to Newcastle!

Patent CN 85100918A is defective. The 19th-century technology was not to blame for its inability to prevent hijacking. The scarcity of practical anti-hijacking techniques sets

off the originality of this patent technique. For example, image identifier, identification through sound spectrum, and use of five-finger mold instead of that of a single finger. The application of this patent system solution will help eradicate "hijacking"!

Patent CN1126686A may be virtual, but it does not befit a civilized society to turn an airliner into a battlefield. Unlike patent CN 1126686A, which features "anti-hijacking," the present inventor focuses on the prevention of hijacking, and therefore his patent application is justifiable.

Patent 88103336.7 CN 1126686A is by no means the same as the present inventor's hijacking-prevention solution. Having been widely used, a TV monitor is but an auxiliary feature. It is not the key to the present inventor's solution to hijacking prevention. It does not befit a civilized community to ignore the safety of passengers and turn an airliner into a battlefield. Therefore, the present inventor believes that application 8810336.7 is not truly valid.

Drawbacks of patent US A,3704845, B64C 1/10

1. The US patent invention does not allow for any possible neglect of the pilots.
2. The pilots may not come even if all buttons in Fig. [4]5 of the reference are pressed.
3. Are the bulletproof wall and door of the cockpit soundproof? The hijackers know perfectly well how to raise hell, and they may kill one person every five minutes until the pilots come out!
4. The pilots may rely on their unreliable perception and reasoning to decide whether to open the door of the cockpit; therefore the US patent invention is inadequate to deter hijacking.

The US patent invention in 1972 has drawn upon the experience of the previous three patents of China but still leaves much to be desired. By contrast, the double-door structure proposed by the present inventor is original, the "single-person checkroom" is a natural evolution of modern technology, and the five-finger mold is unprecedented. The single-person checkroom of the double-door structure precludes the effect of human factors and the five-finger mold makes the system flawless.

The present invention can also serve as a support device to prevent hijacking through satellite communication! Its merit is that the support device can be used for negotiation and monitoring!

It is recommended, in one item of the present inventor's hijacking prevention system solution that, apart from using satellite communication for negotiation and monitoring, manual piloting should be disabled while automatic piloting is enabled until the airliner touches down, thus deterring hijacking. There lies a primary feature of the invention! Satellite communication is not the patent right of application JP,A,9-036791,H04B7/15, but instead the right of the owner and inventor of the satellite! What makes the difference is how to use satellite communication to achieve different purposes. The present inventor's hijacking prevention system solution features a detailed and original arrangement for remote control of the airliner. Therefore we can easily come to the conclusion that application JP,A,9-036791,H04B7/15 would not have led to the generation of the present inventor's hijacking prevention system solution.

Application JP,A,9-020297,B64D47/00 is exactly the same as JP,A,9-036791, H04B7/15. It is strange that both of them should be approved. Both use satellite communication to achieve the same purpose. Both are different from the present inventor's hijacking prevention system, which features a detailed and original arrangement for remote control of the airliner. Therefore we can easily come to the conclusion that application JP,A,9-020297,B64D47/00, just like JP,A,9-036791,H04B7/15,k would not have led to the generation of the present inventor's hijacking prevention system solution.

SYSTEM FOR PREVENTION OF SKYJACKING

BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 shown a completed system for prevention of skyjacking.

Fig. [1] 2 is a drawing that shows the hijacking prevention system and device.

Fig. [2] 3 is a flow chart of the airliner hijacking prevention system.

Fig. [3] 4 is a program block diagram of a single person checkroom security system.

Fig. [4] 5 is a drawing that represents the construction of a series of security checking system.

Fig. 6 is a drawing that represents the remote-controlled chemical spraying guns means.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

A. Improvement of Airplane Structure and Establishment of Corresponding System Program:

1. As shown in Fig. [1] 2, at reference number 1, a "single person checkroom" path structure is installed to make it impossible for terrorists to enter the cabin.
2. With reference to Fig. [2] 3 of the systematic program, an independent concealed electronic monitoring device is installed. It is not controllable by but is visible to the aircrew. A special waveband transfer enables a ground-based monitoring center to have full control of terrorists and negotiate with them easily.
3. With reference to Fig. [1] 6, at the four passages of the [entrance 3] anterior part of the airliner, remote-controlled chemical spraying guns and appropriate obstacles are installed to control or restrict the activities of terrorists. A narcotic sprayer may also be installed.
4. With reference to Fig. [2] 3, nothing is worse than when the pilot takes a hand in hijacking, but in this case a "flight Trajectory Calibrator" or flight path specifying unit, can be used to lock the flight course, under the remote control of the ground-based monitoring center. In Fig. [2] 3, notations such as "Fig. [1] 2-5" indicate reference number 5 in Fig. [1] 2.
5. With reference again to Fig. [2] 3, the ground-based monitoring center has special plane with a monitoring device, ready to fly and trace. Or satellite relay stations may transfer monitoring messages.
6. Set flight discipline for the aircrew.

B. Fig. [3] 4 shows the Facilities and Features of the System Program:

- (1) Passage checkroom structure and system setting:
 - a. [FIG.1-a & b. are shown, install] Two unidirectionally transparent bullet-proof glass doors are hides as shown in Fig.[1]2 a & b. When closed, the doors push out from the dotted line of Fig.1 f. Fig1.r. shown the check place which is enclose by closing two the doors. From the cabin to the passage as a second door, so that the pilot can see the

passage unidirectionally, making hijackers conscious of someone looking at them in the dark.

- b. Fig.[4] 5 f are [As] shown [in Fig.4 a & b, the back and from panels] install hides in a and b of the bullet-proof glass door are both unidirectionally transparent with faces passenger, when they push on and closed, with a 0.8-1 meter single person checkroom in between[;]. Fig. [4]5 [c. is shown] also shows a detector c of a raster curtain[; FIG.4 d. is shown], a detector d for identifying weight[;], [FIG.4 e. is shown] [and] a detector [of] e for a password card[;], [FIG.4 h is shown] a detector h of [Five-finger] a five-finger mold test[;], and a [FIG.4 i.] detector [of Image test] i for an image test. [FIG.4 j. is shown a] Fig. [4]5 also shows a detector j of human body infrared[;], [FIG.4 k. is shown] a [launcher] launcher k of special beams for the raster curtain, and a [FIG.4 l. is shown] detector [of] l for voice recognition[; they will be]. These detectors automatically identifying weight, a password card, [fingerprint] fingerprints, and an image, and provide a voice test. Although Fig.[1]2 and [4]5 show elements c, d, h, i, k, and L at positions offset from the “single person checkroom” that is provided between and enclose by closed two the doors.
- c. As shown in FIG.[2]3, the [front and back panels] install hidden in a and b of the double doors are closed under the double control of closing instructions of airplane in flight status and ground-based monitoring center, meanwhile turning on the automatic identifier.
- d. As Fig. [2]3 shows, the aircrew must get permission via communication and a password card instruction to open the first door and enter the checkroom, and the automatic identifier, after sensing only one person in the checkroom, closes the first door and begins to check.
- e. As shown in Fig. [3]4, after the automatic identifier checks that only a single person is present and makes ID identification, the cabin, on being notified of the ID of the approaching person, decides whether to open the second door. The first door will not open until the second door closes,

thus preventing hijackers from swarming in. Fig.5k is shown the “raster curtain” means, the purpose of “raster curtain” is prevent any person from touching the wall of “single person checkroom” to guarantee the accuracy of the weight sensor. The beam of light can select infrared ray and the launcher of special beams for the raster curtains are located in the “k” section

- f. Persons in the cabin will be documented by the captain and the monitoring center respectively when the automatic identifier is started. There must be at least one engineer in the cabin; otherwise no person can pass the checkroom, except in non-flight status of the plane or by obtaining instruction from the monitoring center.
- g. If any person in the cabin wants to leave the cabin during flight, a simple password card can be used to open the second door and enter the checkroom, and the automatic identifier in the checkroom instructs the second door to close and begins to check. The first door can be opened only after the check.
- h. The automatic identifier sets the number of persons in the cabin and decides that at least one engineer must stay in the cabin during flight.
- i. Fig. 6 shows the perfect description on how the narcotic sprayers are installed at the four passages of the anterior part of the airliner; by Fig. 6 (3) of the closed circuit of an image to identify at the crossroads of the hijackers and start Fig. 2a of the electromagnetism switch to remote-controlled the chemical (anesthetic) spraying guns; Fig. 2c is an electromagnetism switch too that by remote controls the high pressure to enter or release for Fig. 2b (chemical vessels); Fig.2d to join up the atmospheric power; which all the device and power supply system must to be independent and conceal thereof;
- j. Problems and solutions:
 1. The automatic identifier restricts the number of persons in the checkroom, making it impossible for hijackers to enter the checkroom together with the aircrew. A hijacker may only enter under disguise, but the automatic identifier may have

identification combinations, such as the weight, fingerprint and palm print and voice. The unidirectionally transparent glass door fully exposes hijackers, but it is necessary to equip a back-view mirror for the engineer or formulate a review system to increase the weight of manual check.

2. Why use the five-finger mold? Because a single finger may be cut, but if the whole hand is cut, it will be impractical and unnecessary to use modern technology to make a frozen cut hand resume its original appearance in the short time and limited space. This makes the system flawless.
3. Even if the engineer and aircrew are hijackers, who can freely pass the single person checkroom, they are restricted by a locked flight course by means of the flight Trajectory Calibrator.

(2) Independent concealed electronic monitoring device:

The historic disaster of the World Trade Center shows how defective the designs of airplanes are: the hijacking shut down all communications facilities so that their identities remained a mystery. The black box cannot provide real-time on-site video and audio recordings, making it almost impossible to find and punish those behind the terrorist acts.

Airplanes are not equipped with independent concealed video and audio electronic monitoring equipment and real-time transfer and storage equipment, which (if any) cannot be controlled by the aircrew. This is ridiculous today, when technology is so sophisticated and the space is studded with satellites. No doubt, the US aviation security bureau cannot pass the buck.

Therefore, it is imperative that an independent concealed electronic monitoring device Fig.2(4) should become a standard device of an airliner. Some people may claim that their privacy is encroached upon, but the monitoring on the channel is within the permitted range. And so the independent concealed electronic monitoring device may somewhat deter potential hijackers.

(3) A locked flight course by means of flight Trajectory Calibrator:

- a. As shown in Fig. [2]3, in case the flight orbit deviates from the preset course, the calibrator 6 (see Fig. [1]2) will surely use the alarm functions of the electronic monitoring device.
 - b. With the flight Trajectory Calibrator Fig.2(6), the ground-based monitoring center may switch manual steering over to remote-controlled automatic/semiautomatic steering (not beyond the present technology) when the engineer loses his right to act. A remote-control plane may be provided so that it can take off and take control of the airliner in the event the signal from the monitoring center lacks sufficient coverage.
 - c. It is advisable to draw upon the high-air remote control technology of air scouts. The security of a hijacked plane may somewhat be affected by geographical and atmospheric conditions, but "remote control" can bring the hijacked plane to "an automatic flight status" and thus absolutely prevent the plane from suicide attack on downtown areas or landmark buildings. For example, the plane can be made to safely rise and fly away from the downtown area and enter into "remote-controlled steering status," thus winning time for the plane to enter the preset course. Decades of successful applications of automatic pilot technology have made us fully convinced of its security.
 - d. Confidentiality of remote control information is no problem in today's digitized age.
- (4) The ground-based monitoring center should have a special plane with a monitoring device, ready to fly and trace. The ground-based special remote-controlled plane prevents an accident plane from flying out of the direction radius.
- (5) Set flight discipline for the aircrew:
- a. It is necessary to strictly comply with the discipline set by the structure and program of the channel calibration room so as to preclude any hijacking.

- b. Make the engineer more capable of tackling emergencies, mainly with portable non-fatal chemical weapons.

From the description above, the excellence and characteristics of the present invention will be apparent:

1. The Measure Plan of this patent application centers on structural techniques;
2. Various combinations of available classifiable techniques are used in the Measure Plan;
3. The Measure Plan is quite comprehensible. Except the remote-controlled transmissions, which are encrypted, all the rest is open to the public, thus serving as an effective deterrent to hijackers;
4. Even though the above Measure Plan leaves much to be certified and improved, it comes right to the point if considered from the perspective of the global economy; and
5. It is likely for the Americans to accept the plan, because they have their own thoughts and judgments! They will regain confidence in safety and overcome their fears incurred by the disastrous attacks. The global economical order is soon to return to normal!

The use and networking of “flight trajectory monitors” of the monitoring centers at airports the world over promise enormous business opportunities. Uprooting hijacking, striking terrorism worldwide and defeating the evil by enlightened means manifest the intelligence of the civilized human community.

The present invention has been described with reference to a preferred embodiment thereof and it is understood that this is not a restriction to the present invention, and that many changes and modifications in the described embodiment can be carried out without departing from the scope of the invention, which is intended to be limited only by the appended claims.

ABSTRACT OF THE DISCLOSURE

An airliner hijacking prevention system has three complementary aspects. One of these aspects is that a double-door "single person checkroom" provides the only passage to the cockpit. In this closed one-person-only checkroom, a series of checks are made before access is gained to the cockpit. Another aspect is that a closed circuit television and communication system is used. It is hidden, free from the control of the aircrew, and provided with an independent power supply. This system provides information about what is going on in the cockpit and cabin. The third aspect is the use of a hidden flight Trajectory Calibrator, also free from the control of the aircrew and provided with independent power supply. It transfers messages between the airliner and the ground-monitoring center through a relay satellite or special frequency band. The ground monitoring center must comply with state laws and a transnational overall management and monitoring center must be established to bring any off-course airliner into automatic flight through the Trajectory Calibrator or bring back the airliner to the airport through remote control.



P6

Amendment by Applicant

MARKED-UP -- DRAWING CHANGES

Approvals of the proposed drawing correction list of Figure are below:

Old		Fig. 1	Fig. 2	Fig. 3	Fig. 4	
Change to		↓	↓	↓	↓	
New	Fig. 1	Fig. 2	Fig. 3	Fig. 4	Fig. 5	Fig. 6

Among others, the drawings of Fig. 2-5 changes marked in red on the following copies are respectfully requested.

To base on the "714.24 Amendment of Amendments-700 Examination of Applications" to Amendment of Amendments-- **PROPOSED DRAWING CHANGES**

Applicant is respectfully requested.

Nov. 28, 2003

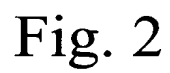




Fig. [2] 3

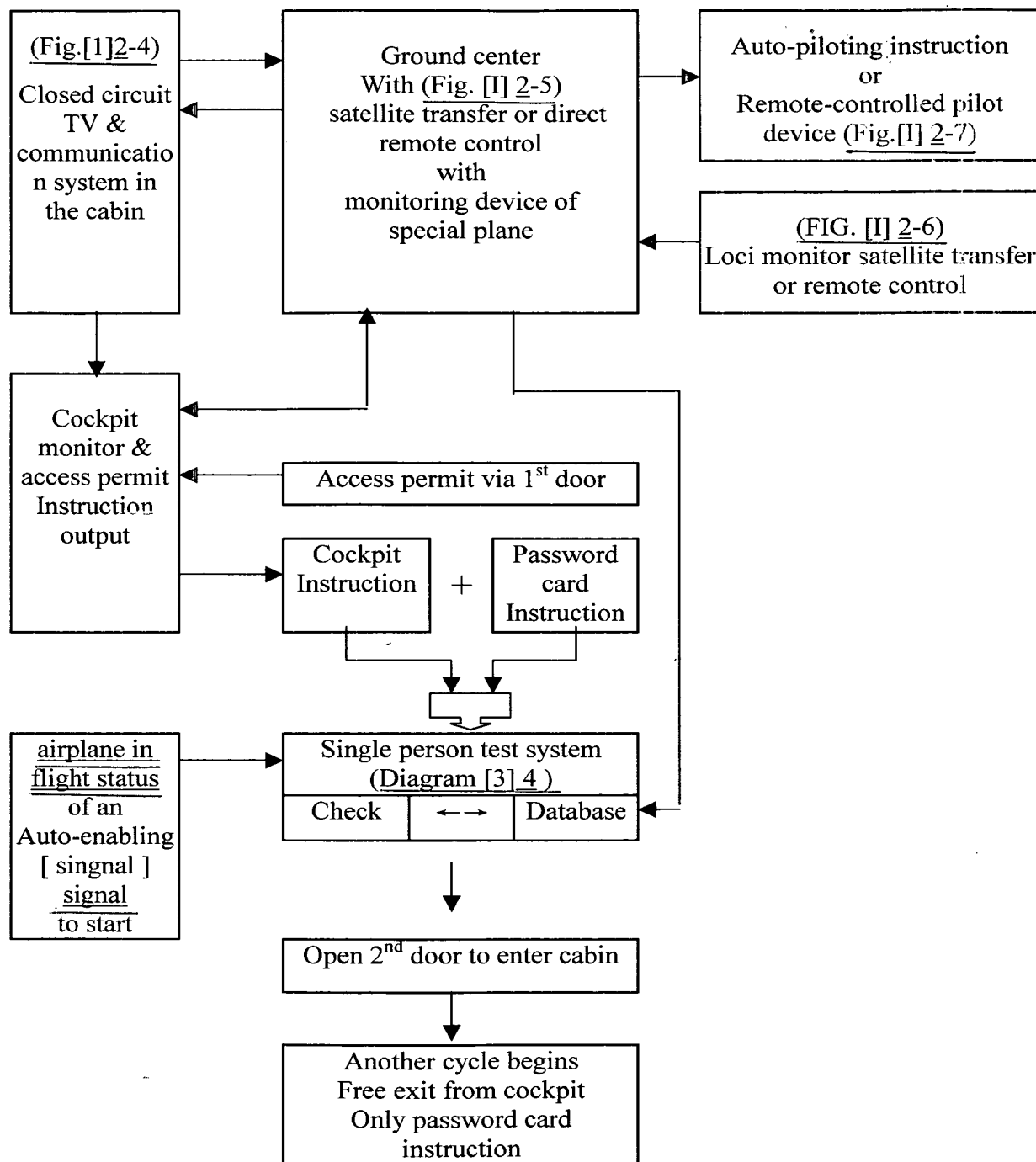




Fig. [3] 4

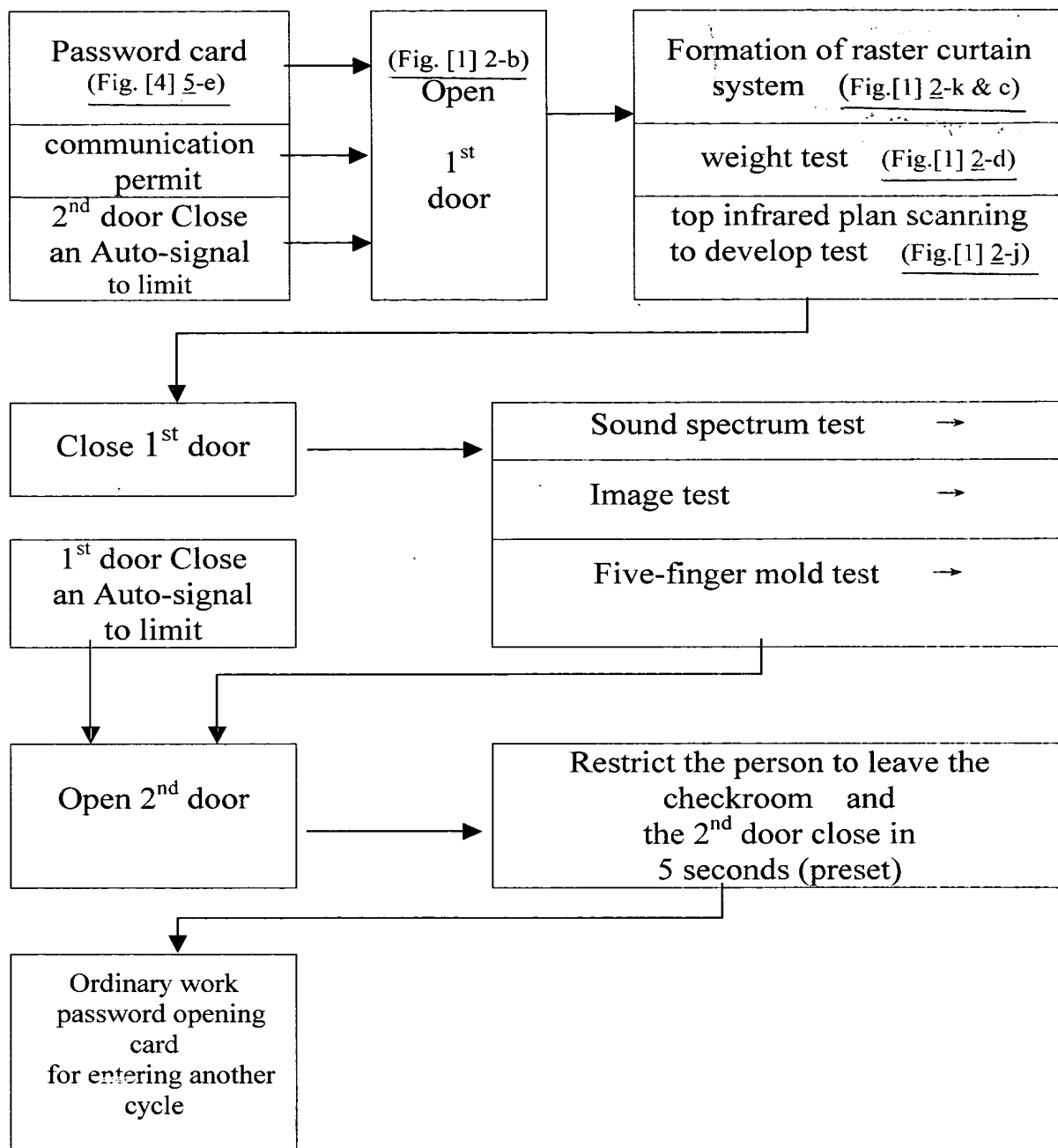


Fig. 5

